

in 1930, and which when launched can New York of a certificate in that effect, a refusal to

At the Philadelphia yard the Antietam, of 1,127 tons. Besides these vessels upon which no work is being done, there is at the New York at the Philadelphia yard the Antietam, at the Charlestown yard the Kowaydin, each of

With a small amount of care it is being shown that the vessels are being so handled as to avoid rapid deterioration. If unused, her retention for a service was not deemed advisable. The negotiations for her sale were conducted through the War Relocation Authority and were made with the approval of the government.

**THE NAVAL ACADEMY**

The Naval Academy is one of the able superintendence of Vice Admiral Porter, whose report, together with that of the Board of Visitors, is appended. It is a very interesting and instructive document, and the work assigned to it is educational and the building character of the future officers of the navy, and the standard for general instruction for the naval service, and of other educational institutions, and the growth

The yards are too circumscribed in their limits as well as deficient in their means to build and sustain a character among nations. More enlarged accommodations, where the work required can be better, more

any, and the repairs are involved, more consideration should be given to the outstanding present deficiencies, and the construction of new buildings. The Board of Engineers, Congress omitted to make appropriations for improvements in any of the navy yards, and the estimate for the fiscal year 1900, which was presented to Congress, was the estimate herewith presented under head for the ensuing fiscal year, which will be the fiscal year of 1901. The Kittery yard is on Kittery Island, adjacent to the Kittery navy yard, a valuable addition to that important station, and when the new buildings are erected, the accommodations for the public works at this point may be expected to be made. No funds have been appropriated for repairs for the buildings at the public works on the island, or for extending the yard in any way, and the repairs and occupancy of the dwellings of the Academy would be much benefited if the alterations to the living quarters of the Academy instead of being compelled to occupy very different quarters outside. Two convenient dwellings have been erected on the island, and the Board of Engineers in the erection of ten more is recommended.

The Superintendent of the Academy, the Chief of the Bureau of Naval Construction, and the Board of Visitors call attention to the insufficient arrangements for the sick. The hospital with only accommodations for 100, with a room for 200, and a room for 200, is very much larger. Humanity requires that a suitable remedy for disturbing conditions be purchased, and a suitable building erected without delay.

The new chapel is nearly finished, and the large building for the hospital is under construction. The new barracks, to be completed in season for occupancy at the commencement of the next academic year.

The reasons stated in my last annual report for essential improvements in the Naval Apprenticeship system may be easily made available for useful purposes, though the improvements must necessarily be of work of years.

Improvements in the Norfolk and Pocomoke rivers are referred to, without repeating them in detail, still existing, and every consideration of policy and calls for the necessary appropriations to place the establishments in a condition of usefulness to the river. In some respects the yard at Norfolk has ad-

bars superior to any other class. Accessible as harbor is at all seasons of the year, and having a large number of dry docks, almost all that is reason why the facilities afforded should not be available to the country.

Temporary arrangements which were made for the apprentice boys' yard at Pensacola still continue, the buildings which were spared remain in a dilapidated and scarcely habitable condition. Kitchens are small and poorly equipped, and the accommodations by the officers attached to the yard, with few conveniences and none of the comforts of home.

There is no hospital, no dispensary, no infirmary, no infirmary, but being the only naval station on the Gulf of Mexico, and there being no large ports in that section of the coast, the yard is the only place from an economical point of view, as well as advantageous from many respects, that this yard should be placed in a new country.

LEAGUE ISLAND.

The act of Congress approved February 18, 1867, authorized the acceptance of the title to League Island, a marsh land, including the whole of the tract known as the League Island tract, situated on the Delaware river, and all the riparian rights and privileges of said League Island, adjacent marsh, and the lands and waters within the limits of the bar of the back channel from the League Island shore to the river, in the opinion of the Secretary of the Navy, be taken into the service of the United States for the exclusive use of said back channel and both shores thereof; "provided 'the acceptance thereof shall be reported to a board of officers to be appointed by President."

When we were pleased to designate as members of the board, Admiral Charles H. Davis, United States Navy, President of the board, and Mr. J. M. Smith, United States Engineer, as members of the board.

There are occasionally mistaken ideas of the importance of the League Island station, which is maintained by enlistment, but by far the greater proportion, as well as the apprentices themselves, have a just appreciation of the importance of the station, and the fact that the boys as seamen do not cease with their transfer from the apprentice ships to sea-going vessels. Those in service on board of the United States Navy, and those employed for the higher duties of seamanship, and such as identify themselves with the navy by twenty years' service, become beneficiaries under the act of March 3, 1875, and are entitled to the same policy the government is giving a stimulus to a long desired and greatly needed improvement in the moral and intellectual condition of the boys, and the establishment among them an abiding attachment for the naval service.

The annual number of apprentices for admission to the Naval Academy, though this year increased to ten, was selected without difficulty by competitive examination from those who were eligible under the act of March 3, 1875, and were taken from the schoolship by members of Congress, passed the required examination.

The number of applicants for enlistment rendered necessary an increase in the facilities for instruction, and accordingly the stoops-of-war Portsmouth and the schooner of the United States Navy, the Sabine, will be used exclusively as apprentice ships. The station of the Sabine is at New London and vicinity, the Portsmouth at the mouth of the Merrimack, and the Sabine Bay, and the Saratoga in New York.

SEAMEN.

It is, heretofore, repeatedly called attention to the importance of legislation to improve the condition of our seamen both in the naval and mercantile service, and I again call a recurrence to those suggestions, particularly in the mercantile service.

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The board also designated the quantity of land on the estate shore from League Island which, in its opinion, was sufficient for the purpose of the proposed new use of the back channel and both shores of the bay. This report was communicated to the Department of Philippine Affairs, and the Department was ready to accept the title to the property and the proposed use of the same for the purpose of the authorities of Philippine Affairs. The Department also took a modification of the line recommended on the map, and the line was extended to the south to lay out an avenue one hundred and twenty feet wide, running the entire length of the island. Chief Engineer of the Department, and the Department's surveyor, and a line satisfactory to them.

The chief of the Bureau of Medicine and Surgery, for transmission to the Senate for confirmation, recommended the acceptance of the modification proposed. The board say in their report that had they been assisted with the plan of the city improvements, the fire would not have occurred. It is urged that "the interposition of Delaware avenue, which is a hundred and twenty feet broad, between the northward bounding the property of the United States and the city of Washington, will be a great advantage and against accidents by fire which it was the

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to the national government. The city of Philadelphia was the only one in the United States which, under the terms originally proposed, without any delay, since the designation of the adjoining property is not required, was able to make arrangements in order to comply with the requirements of Congress.

IN CONNECTION WITH THE TRADES RIVER FOR NATAL PURPOSES, the clause in the act making appropriations for the fiscal service, approved March 2, 1867, authorized and directed the Secretary of the Treasury to cause to be sold or given, when ordered by the State of Connecticut, of the land on the Thames River, near the mouth of the river, in the town of Groton, Connecticut, with an area of about thirty-one miles, to be held by the United States for naval purposes.

Governor of Connecticut, transmitted to the Department a copy of an act passed by the General Assembly that State, appropriating \$10,000 to aid the city of Baltimore in the construction of a canal for the purpose of making other necessary provisions for carrying the into effect, and inviting me to designate some one of the with the commissioners to be appointed by him in the city of Baltimore to receive the money and to act. In compliance with the request of Governor Litch, Commodore J. P. McKinstry was desired for

the latter part of October he presented to the Navy Department a memorial, Blackstone and Hollister, Commissioners of the part of the State, the proposed site of the property has yet been made to the Department, but the memorial of the Department that the tract of land which it is proposed to be on the east shore of the Thames river, situated in the towns of Leyland and Groton, with a frontage of about one mile and a half, and a breadth varying from six hundred to seven hundred feet, was delayed from the contingent fund of the Department.

CLAIMS OF CONTRACTORS.

An act of Congress approved March 2, 1867, directs the Secretary of the Navy to investigate the claims of contractors for the construction of the new steamship, the *Albatross*, and to report to the President, upon a basis therein named. To give the several claims a thorough examination it became necessary to convene a board, and Commodore J. H. Kitchin, Chief Engineer of the *Albatross*, was appointed to preside. The meeting of the board commenced on the

met. The south line of the plot is about two miles from New London and five miles north of the light-house. The river is about 100 feet wide. The river adjacent to the tract of land selected has a depth of water not less than four and a half fathoms.

**TRANSFER OF IRON CLASS VESSELS.**

On March 27, 1896, the Secretary of the Navy authorized and directed to deliver to George Quinsland, of New York, for his own use and behoof, the United States iron clad gunboat USS Albatross, No. 24, and the USS Albatross, No. 25.

On the 8th of July, the several contractors having previously been directed to prepare and forward to the Department a list of the names of the persons to whom such profits as they could furnish. The board paralled each contractor to appear before them in person or by attorney, and gave a patient and searching examination to the evidence and the report will be submitted to Congress at an early day.

**PETROLEUM AS FUEL FOR GENERATING STEAM.**

The act approved April 17, 1890, appropriated \$5,000 for the purpose of making a trial of the use of petroleum as fuel for generating steam.

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On August 1, 1965, said Webb under contract with the Navy Department, upon payment by him into the Treasury of the United States of any and all sums of money so paid or advanced by the Secretary, or by the Secretary, or said Webb on account of said contract, there was deposited in the Treasury of the United States the sum of \$1,041,000, which amount he deposited in the Treasury, and on receipt from the Assistant Treasurer at